DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / Memorandum / Telegram

Dated 19

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

No.

To

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

L.5.
1612C—S1—188(Genl)MFP—(M-1939)—3-5-34—50,000 Pads

No 2596 Three
405

Executive Engineers office

From

The Executive Engineer

Coorg Division

To

The Superintending Engineer of

Roads & Buildings Branch

Superintending Engineers No 2995 dated 8th July 79

Calling for a report on the Chowranhulla Bridge

and Audit note on Accounts for April 1878

Sir

With reference to the above I have the

honor to make the following remarks

2 Brick in chunam. When the work has been

completed the quantity will be 9874 cft work

cost Rs 3833 as against an estimated quantity

and cost of 9817 cft and Rupees 3681.

The wings of the Abutments had been carried

up to a height of 2 ft above the quantity allowed in

the estimate; ie the wings had been carried up with

too great a thickness this 2 feet was dismantled and

parapets 1½ feet thick built instead, according to

the provision in the estimate The wings had been

incorrectly built in the way, above described by

by Sergeant Healy for Norton's predecessor in 1877: the excess quantity would be 342 cft but by other savings in the Brickwork this has been reduced to an excess of 57 cft. The excess in rate up to date amounts to Rs 130, the only items charged to Brickwork in Chunam which may partly account for this excess are Coping for which Rs 45-9-0 have been charged to this item and about Rs 5/- the probable cost of dismantling the wing walls which had been built too high a level 3 Cut stone on this item which is now complete there has been an excess in quantity of 77 cft there has been a saving in cost of Rs 47 the work having been executed at Rs 3-14-9 per cut ft instead of Rs 4-4-0 the estimate rate. The Estimate allowed a thickness of 1 3/4 feet on each side of the piers and on the abutments. For the bed plates of the Girders it was necessary to have a base of 5" feet to the Pier and 3 1/4 for the abutments the excess thus was

2 × 4 × 1 1/2 × 1 = 12

4 × 3 × 3 1/4 × 1 = 39.

The remaining excess 26 cft is due to slight differences between the estimate and the construction.

4 Centering. On this item there has been an

expenditure of Rupees 816.10.11, a detail showing how this expenditure has been incurred is enclosed

The following is an abstract of this expenditure

Purchase of wood 74 and 75

2363/4 cft. 268 3 9

Carriage of wood to site

74 and 75 112 0 0

Carpenters work fitting

Centering in 75 207 9 1/2

Building Pillars, Excavating foundations

for do & purchase of Bamboos in 75. 84 1 9 1/2

Purchase of iron and manufacture

of iron bolts and fastenings for fitting

up centerings 144 12 3

Total charges for centering 816 10 11

There is now at site 189 cft of wood which has been used for the centering this has been stacked its value does not exceed 1.8.0 per cuft, as it has been lying in the ground for some years, the value is Rs 288.8.0 the wood will be used for the flooring of the Bridge. In the Division store 1221 lbs of iron bolts & fastenings &c, a detail of which is enclosed have been found. These were manufactured for the

Rs. as. p

Chowrankulla bridge their cost has been 144.12.3 or 1.11¾ per lbs. This might be brought on stock at 1a per lbs: Rs 76.5.0 If the wood and iron be brought on Stock at the above rates the bridge work will be reduced by Rs 359.13.0 and the cost of the Centering to the Bridge will have been Rs 456.13.11

5 Woodwork including painting The cost of this item has been Rs 710.13.5. The wood, at Site, only measures 147 cft and at 2.12.0 the Value is Rs 404. The memo enclosed shows how the money has been expended as far as the accounts of the work show it, The whole of the 147 cft of wood will be used for the flooring of the bridge The 3.0 cft of wood was in log while the 147 cft is sawn timber, this will account for a portion of the difference, for the remainder I am unable to account for Mr Morton found the woods lying about in different places and collected it. he is of opinion that a portion may have been washed down the stream.

6 I have inspected the bridge, and the delay in replying to your letter is due to the difficulty in ascertaining what had become of the iron

which has how been found in store, and to the time involved in searching thro' the accounts to trace the various items of expenditure.

I have the honor to be

Sir

Your most obedient Servant

Dated Barrow
3d November 1876

Executive Engineer
Coorg Division

Y Found Surplus in Store

To be brought on Stock

Bolts and Nuts 8" long 3/8" diameter

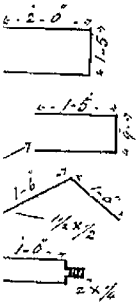
Value 0 " 2 " 0 per lbs . lbs 297

Hinges for Batten door 6 Pairs

Value per pair

Iron Made for Chouranhulla Bridge

	Qty in lbs Rate	Value
Iron bolts 8" long 3/4" diameter Screws but no Nuts	78 0.1.0	
Bolts and Nuts 1 3/4" long 1/4" diameter	355 1.4.0	
Fastening for Centering	94 0.10	
do do	40 "	
do do	83 "	
Bolts without Nuts 1.9" long 3/4"	260 "	
Iron Pieces	81 "	
Square Iron of Sizes 1/2 to 1"	163 0.10	
Miscellaneous Pieces	67 0.12	
	1221 1/2	



Cost of this has been 144 " 12 " 3 ors

1a 11p per lbs

Dated Mercara
4th November 1878

Jas. Tennant
Executive Engineer
Coorg Division

Particulars of charges debited to Subhead Wood Work of Chiromail - Bridge

Month & Subordinate	Name of Contractor & other Particulars	No	Particulars of Claims	Amount	Progress	Payments Paid	Remarks
Mar 74 R.A. Harman Overseer	Departmental	1					
							asst Engineer
Feb 74	Abdool Rahiman	2 Ca[illegible]			135 Logs		
Mar 74 C.C. Ribeiro D'Silva Coopa Swathiram		3 Sawing up 135 Logs @ 35 Sft per rupee on hand Rails					
		4 Material at Site charge items 1 and 2	511	560 15 11	17535 Sft	do	
	Departmental	5 Carriage of Logs from Frascabetta to Site of Bridge		54 " -	23 Logs	Subordinates	
do		6 Hand Rails carting up from plain Sawn to Lodge	2 - -			do	No Progress given
do		7 Carting Logs and Side Slabs from Frascabetta	81 " -	83 - -		do	do
do		8 Carpenters burning hand rails		12 13 6 05		do	
				Total Rupees	710 135		

do	18				
do	19	Charges from Materials at Site to Store 12.17918	144 lb	244 57	do
do	20	Carpenters Scaffg & Logs for Centerings		84 - 7	do do
do	21	wages of Blacksmith in Shaking Iron works		80 7/0	asst Engr do
do	22	Paid Sundries Sundries 60 for Iron		57 15	Rec'd 15 6 do
do	23	Paid Narain assa for 26 3/4 lb Country Iron	43 ..	225 12/0	do
do	24	Paid Ex. Engineer Nagar Division for carriage of 9 Sand Boxes from Sluiceway to Store		12 ..	do

Total Rupees 816 0/0

Note Red Ink entries represent amount debited to Executive Engineer Nagar Division

Dated [illegible]

[illegible] Executive Engineer Nagar Division

Particulars of Charges debitable to Sub-Head Centering of Chorroomulla Budget

Month	Subordinates	Name of Contractor or other Subordinate	No	Particulars of Charges	Amount Rupees	Annas	Pies	By whom paid	Remarks
1874 Mar 31	R A Burman	Choorchi Pillai	1					Asst Engr	
	Overseer		2					do	
			3					do	
Apl 7	C C Pelham	Dispensary	4	10 carts conveying Logs from Nursery to site of works	45			Subordinate	
do			5	2 carts for do	9			do	Progress not guaranteed
do			6	Carpenters Scarfing Logs for Centers	60	56	2	do	
			7	Charges from Materials at site Items 1 2 & 3	181	59	250 11 3		
do			8	200 Bamboos for Scaffolding	10			do	
do			9	3 carts conveying do	9			do	
do			10	coolies excavating foundation	3	9	13½ cy	do	
do			11	Carpenters Scarfing Logs for Centers	1996	38	133 1	do	
do			12						
do			13	Coolies excavating foundation	0	3	9 2½	do	
do			14	do do					

1878 : 516

From The Excellency the Governor

To The Right Honble Lord Carnarvon

Dated 8th

Despatched November 1878

Received

Enclosures No. None

General No. 1595 / No. 405 / 1878

Secretary

Forwards petition from certain persons regarding the Queenscliffe Bridge

Referred

Submitted

18/11/78

I want to know what is the exact amount subscribed to date & the demands provided in the Estimates for Geelong — Wy. Carriage from Geelong & Harbour, from Queenscliffe & Ferry Queenscliffe & from Ferry Queenscliffe to Sea —

Col. Sec.
21-11

To Messrs Submitted

26/11/78

DEPARTMENT.

BRANCH.

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Memorandum
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S. S.

(MFP—91—15(Gen))MFP—(M 1993)—3 5 74—50 000 Pads

To the Chief Engineer Corp.

Sir,

I have the honor to acknowledge receipt of your report No 2595 of 7th instant in which you give details of the work connected with the Centering & workwork X. of the Chunchilla Bridge. Great want of management & perfunctory supervision are, from first to last, apparent in this work. The wings are wrongly built, unnecessary materials are purchased, valuable ones wasted, expensive work done so often that some part of it was swept away by floods — in fact waste & want of principle prevails. It is too late now however to check the excess we must submit entirely to the carelessness of your predecessors, and all I can write you now is to be more jealously watch the expenditure required to complete the bridge, and I hope you will soon be able to carry to encampt & inspection. Be sure you certain that this notice will be a sufficient check — inspect & send in. Your finished — wrongly — stock the manufactured in accordance, have withheld

C. H.

7—11.

[redacted]

[redacted]

[redacted]

c/No 61 711

Executive Engineers Office
Coorg Division
Mercara dated 26th February 82

From
The Executive Engineer
Coorg Division

To The Secretary Engineer
& Ex Officio Coorg

Sir.

I have the honor to forward for your early orders and sanction an estimate amounting to Rs 1,418 for repairs to the Chowkatulla Bridge on the Mercara Kollipet Road.

2. The bridge is now in a dangerous state and I have been obliged to order it being closed to traffic as soon as the temporary provisions are ready.

3. The report attached to the estimate gives all the necessary information.

4. I require full appropriation for expenditure during the current year. Being away from head Quarters I cannot

not prepared with proposals for executing the operations, but it will be provided for in a re-appropriation statement to be submitted shortly - A portion of it may possibly be covered by the short-expenditure on the Alberni Kallispell Road. But this Road is in need of the whole allotment provided for it, and now that the Indian Reserve question has arrived, I hope to be able to spend the balance of allotment in collection of grant &c for next years special expenses and in construction of drains -

5. Owing to the emergency of the work I have in contemplation operations arranged for the purpose of a large quantity of temporary & casual labour and, believe that the saving of the year is now in hand -

6. I request the favour of your consideration to the estimate - the removal of the plantlings is absolutely necessary, and the planting of the new work is advisable.

I have the honorable
Sir
Your most obedient Servant

Fred Sharp

Secretary Inspector
Comptroller

W.S.

Kaipara 212

For the past few months the state of the flooring of this bridge has been from poor to safe. On inspection of the bridge at the end of last month, it was found that to be excessively dangerous for traffic, that orders were given for the immediate repair of the old Causeway, the reopening of the temporary roadways thereto, and the closing to traffic of the bridge so soon as the temporary roadway was completed. Steps were at the same time taken for the preparation of new planking to thoroughly seasoned wood.

It is pleasing that the bridge was completed in a very great hurry, just before the close of the official year 1878-79. The preparation of planking had been delayed and at the last moment, a large quantity of sleepers and planking was obtained from a native contractor. From the way in which this has decayed it cannot be presumed that this planking was not properly seasoned. Much of the planking would have been sent of some very old tenement. Had been calculated under the original estimate for a timber bridge. Also was undoubtedly

deceased, but it was a rough lot, and of all sorts of lengths and widths - Consequently it was impossible to make a really good job -

It is now evident that the bottom layers have slewed entirely decayed and the top layers to but very little better -

The present estimate amounting Rs 1000/- provides for the renewal of the planked flooring in two layers each 3" thick, the cost being Rs 850/-

The main work required to be executed and it is thought advisable to take the present convenient opportunity of executing the work. Enquiries are being made in Bombay and Calcutta for the Special Class of paint now in general use for painting iron work - The amount of Rupees 150/- has been provided under the head which it is believed will cover the cost of special iron paint - When the bridge was first set up it was painted with Asphalte paint at a cost of Rs 215/-

The cost of repairs to Causeway, Construction of road, and Fencing out of temporary roadways has been estimated at Rupees 1000/- but some saving is expected - Lastly the Jalousing will cost Rupees 1000/- and deducting the present flooring Rupees 500/-

88 Rs 6a submitted Estimate Report - Copies attached

Any file —
Sobranghtoman to
check rates sharp —

Mark
25/2/82

Same pointing out
high rates which have
been reduced & suppose
funds available — this helps
Ed. with what to do
with planting of this bridge
now — 28/2/82

From the [illegible]
Engineer
George Wilson

To the Secretary Engr
& Surveyor
Glasgow

Dated 25th February 82
Despatched 27th
Received

Encls: Abs
No —

Submits for early
[illegible] and [illegible]
an estimate amounting
to £2,000 for repairing
the Clyde Bridge
with Arches & Roadway

DEPARTMENT.

BRANCH.

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S. S.
IGIPC—SI—188(Gen)MFP—(M-1983)—3-5-24—50,000 Pads

1881 82

Mysore Public Works Dpmt.

No. 991

To, The Exec: Engr:
Coorg Dn.

Dated Bangalore 8th Novr 82

Despatched

Enclosure No

Subject

Exec: Engrs letter dated 20th February 82, submitting for sanction an est. amounting to Rs: 1415 for repairing the Chatra Shetta Bridge on the Nestana Kodla Opel. Road.

Returns the above 22k: duly sanctioned
as reduced in the opn.
for Rs. 1,98, It is hoped that Exc Engr will
make a good job of the planting of the bank
2. The reduction in the Estt amount is due
to Rates for Turfing & planting banks
from Rs 8 and 2, which appear excessive,
to Rs 5 & Rs 1/8 respectively.
3 It the appropriation of Rs 1,055 (Rs 555 from
Subdy Engrs & Rs 500 from Exc. Engrs)
can be made from Imperial Provincial Funds

C.H.Buck

for Secy to Govt

DEPARTMENT

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S. S.

[illegible] 132/Genl/MFP —(M 1933)—3-5 34—50 000 Pads

Register and return both
Memos connected with Coom
hullah Bridge —

EOM
13/6/82

No. 123 dt 21/6/82
Executive Engineer
Coorg
24/6/82

Replied Vide No. 222 dated
24th June 1882.

EOM
24/6/82

1.2.3
5 4
6
7 —
A
B
C
D
E

THE D. P. W. IN COORG

SIR,—Once before, your influential paper took up the subjects of roads in Coorg, and for a short time something was done. Is it too much to ask you to give publicity to the following facts. A bridge on the Mercara and Somwarpett road, which took about nine years to build, was in use for two years, and is now closed, owing to some planks being rotten. 4 Months ago this bridge was closed to traffic, and now the monsoon is full on and the river impassable unless you go over a bridge declared by the D. P. W unsafe; and the two other ferries are in like state. The double dhoney at the first was so well and carefully repaired that during the first burst the water leaked into the boats and swamped them, and there they are now at the bottom of the river. At the second river it was discovered, when the monsoon was well on, that one of the boats belonging to the double dhoney was rotten, and now, owing to the difficulty of transport, most likely there will be no double dhoney at all this monsoon. All this ought to have been seen to before the monsoon burst, and in the hands of a private individual it would have been done. Retrogression and not progression evidently is the motto of the D. P. W., and in that case surely taxes ought to be lighter.

TALLA HO

6 what ferries

A B C

what rivers

Extract from Madras Mail 20/6/82

Reference to detail

Points 1 — 7

A to E — should be noted on & explained but only Time & Note to the Press

24/6/82

DEPARTMENT.

BRANCH.

File N

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Letter
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L 5.
(6)120—81—158/Genl(MF)—(M.1943)—3-5-24—50,000 Pads.

No 223

Chatham Dec.
24th June 1892 6/82

To

Col Le Mesurier
Superintendent Engineer
&c &c

Sir

With reference to your
No 123 of 21st instant Kennith
Edwards Capt. offers the follow-
ing explanation in detail as for-
as I am acquainted with the
facts of the case -

1 Chatham Dulla Bridge (Iron
Girder with planked roadway)
was commenced in February 1872
and completed in March 1875
since 7 years in Construction

2 Was in use up to end of Jan
uary 1892 i.e. nearly 3 years

3 Centenary roadway was acc
ented Bridge closed in beginning
of February 1892 to admit of re-
pairs to Bridge - as per Orders

yr

~~Repairs to Bridge No 4~~

X Has Gangs, Lines discontinued

Executive Engineer's Office
February to the End of Mar
was then in charge of the
4. Unsafe Condition of Bridg
etc being closed to traffic
reported to Superintending Engineer
No 65 dated 11th February
X Also Copy of Report addressed
Bridge estimate Repairs,
at the same time.
5. Head of Moog was
closed to traffic
6. Chinnikallah Nullah
on the 19th Mile - Mhercara
Pat Road -
7. Chaddapar and Hus
on the 12th and 10th Mi
Mercara Coottapat Road
are crossed in fair co
by means of Causeways
in Monsoon by single
double boats with
A. Double boats at Hu

X Sent the Repairs Estimate file separately

properly repaired and ready for use when required, but His Excellency Man in Charge allowed it to be swamped.

contractors of Jetties Piers and the Wharf Committee

B. It was filled with rain and consequently sunk the water for the river did not leak into the boats. Mr Sharp was acquainted with this and other responsibility. It will be impossible to get them to steal till river subsides. There is no single boat working there.

C. One boat belonging to the Double Honey on Mahindapore river was found to be stolen and arrangements are being made to purchase another. The servants will be immediately effected and the double boats will be in use working there before long.

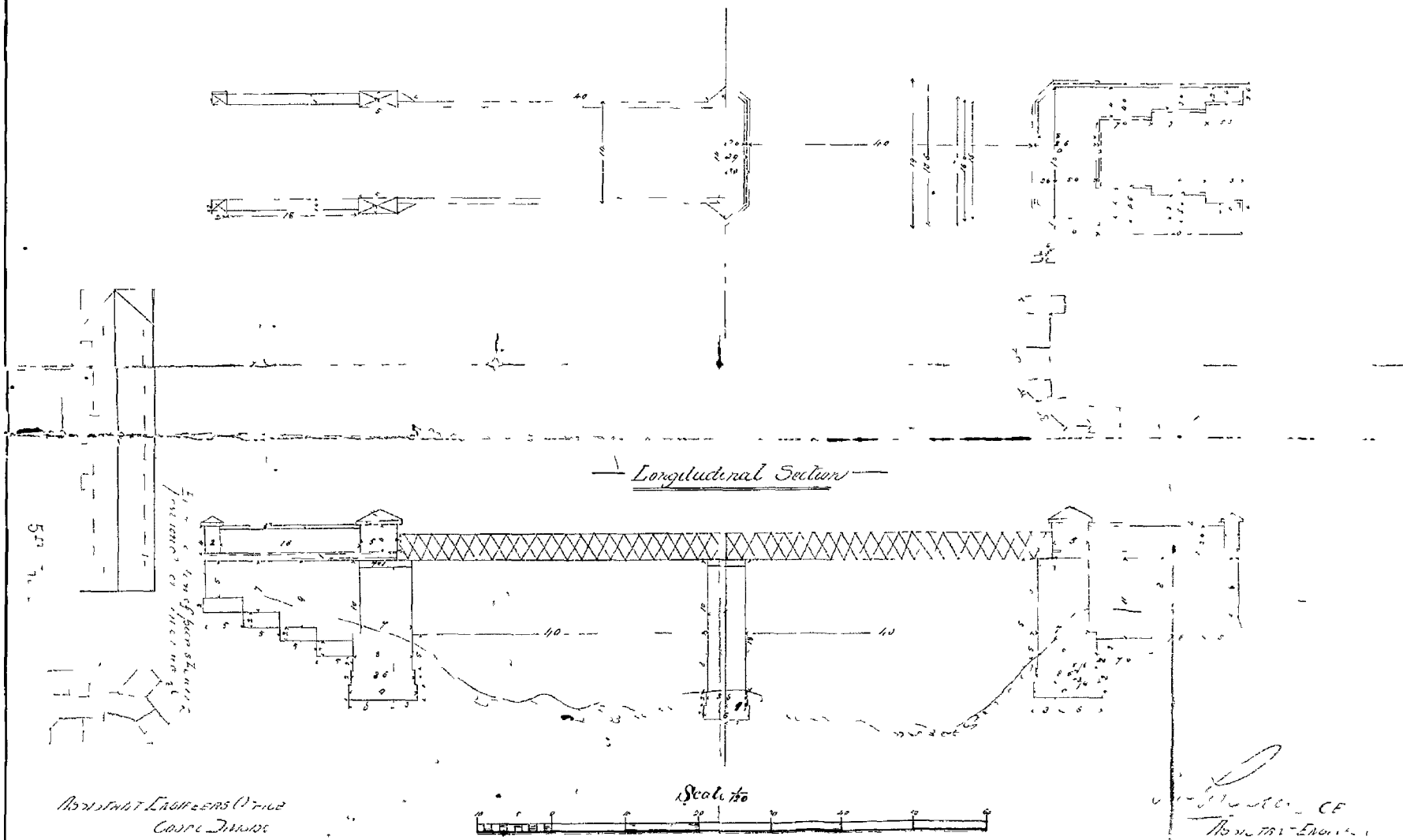
E. The Monsoon burst early this year and it rained almost incessantly for 15 days. The Chowrah Bullah Bridge is in quite an isolated locality very unhealthy and it

timber was ready for the
A.D has always been gre
difficulty in getting Timber
river and work at the
When Mr Sharp delivers
Charge he directed Boy and
to this Brig & and Tom
to Proceed at once and
the Work will be put up
hand as soon as possible
garding the Muddy Boats
were ordered in time
Regarding the Madagascar
Rice were in good order
last year and it was dis
discovered, that one of the
was in case of unfair work
second notice - and she
being taken to remedy the
Vive C.

Have the
Sir
Your most Obedient
Edward
Lyon
T. Chapman

CHOWRENHULLAH BRIDGE

REVISED PLAN



CONTD IN
NEXT ROLL

CONTD IN
NEXT ROLL

END